

GENERAL TOWN CENTER CONCEPT

Pedestrian-friendly, well-designed, unique town center. Mixed-use environment supports retail and offices uses and attracts local residents and tourists. The availability of a range of attractive housing types generates the opportunity and desire to live in the heart of the community at various life stages. Local employment options are available in an industrial area as well as in the town center. Transportation network is structured to support all land uses.

COMMUNITY CONCEPT

Mixed Use & Commercial

Emphasize mixed use areas. Create three different tailored mixed-use zones. Limit auto-oriented commercial uses to existing general location.

MIXED USE ZONE	Primary Use	Secondary Use	Prohibited Uses
Zone 1	<ul style="list-style-type: none"> Small-Medium Scale Commercial & Retail 	<ul style="list-style-type: none"> Office/ Professional Residential 	<ul style="list-style-type: none"> Industrial Large-scale Commercial requiring auto-oriented design
Zone 2	<ul style="list-style-type: none"> Office/ Professional Residential 	<ul style="list-style-type: none"> Residential Office/ Professional 	<ul style="list-style-type: none"> Industrial Commercial- <i>other than neighborhood-serving</i>
Zone 3	<ul style="list-style-type: none"> Small-scale Commercial Equestrian-oriented Commercial Restaurants 	<ul style="list-style-type: none"> Residential <p><i>(Set back off of Main Street)</i></p>	<ul style="list-style-type: none"> Industrial Large-scale Commercial

Industrial

Expand medium and light industrial opportunities to the north. Create an employment "district" that is supported by the transportation network and buffered from residential areas by use type as well as site and architectural design standards.

Transportation

- **Mini-Bypass**

Create two mini-bypasses supporting the two general mixed-use areas. These bypasses should be studied initially as one-way couplets along B & D and along Kelly & Vermont Streets.

- **Road Connectivity**

Priority road connections and improvements include connections from Vermont and Kelly to Main Street. Transportation corridors include continuing Maple North and connecting to Poplar. Other priority road connections delineated in Ramona Road Master Plan.

PROPOSED MODIFICATIONS TO COMMUNITY CONCEPT

Community Parks- Active and/ or passive parks added in three locations based on Design Workshop recommendations. Area surrounding Santa Maria Creek protected for passive recreational uses as the Santa Maria Linear Park.

Community Parking Lots- Three possible locations added off of Main Street for further study.

Industrial- Remove *or* relocate Heavy Industrial uses out of the floodplain. Replace these designated uses with low density to protect natural resources and create opportunities for passive recreation along Santa Maria Creek.

Housing- Locations for varied housing types added. Opportunity for further discussion.